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adequate conception of the contents of this book. Dr. Roberts divides the mining population into Anglo-Saxons (by which he means the English-speaking miners and the natives of Germany) and the Slavs (or, as he spells it, Scclavs), in which he includes all non-English-speaking peoples in the region, such as Poles, Austrians, Hungarians, Bohemians, Russians, Lithuanians, Greeks, Italians and many others. Dr. Roberts describes how the Slavs are taking the place of the English-speaking miners, how they are accumulating wealth and acquiring citizenship. In his chapter on the "Three Crises," he presents a detailed investigation of the statistics of births, deaths and marriages, showing a high death rate, and especially a high mortality for children among the non-English-speaking miners. The chapters on the standard of living, on the cost of lodging, clothes and food, also present a large amount of well-digested information; while in the following chapter Dr. Roberts makes a plea for a higher standard of living and for better housing facilities throughout the region. The book also contains chapters on the educational facilities, the intellectual and religious life, the temperance question, the facilities for saving, the criminal and dependent population and the political machinery of the region.

The book is well printed and contains a number of maps and photographs.

WALTER E. WEYL.

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American History and its Geographic Conditions. By ELLEN CHURCHILL SEMPLE. Pp. 465. Price, \$3.00, net. Boston and New York: Houghton, Mifflin & Company.

Miss Semple has endeavored to describe the geographic background of American history, to show how physical conditions have influenced the settlement of the United States and the development of our national life. The author has endeavored to combine physical geography, economic geography and history in the same volume. Having studied for some years under Professor Ratzel, and having written numerous papers on different phases of American geography, Miss Semple is well qualified to deal with her subject. In the book under consideration, the author evidences a good knowledge of American history. Her information regarding transportation and industry is less thorough.

The volume opens with the geography of the discovery and settlement of the Atlantic Coast section of the United States, and then points out the influences of the Appalachian Mountains upon our colonial history and upon the westward movement of population. The geographic factors affecting the settlement of the region west of the Allegheny Mountains and the forces that brought about the Louisiana Purchase are next considered. The spread of population in the Mississippi Valley, the routes over the Rocky Mountains to the Pacific and the occupation of the Far West are described; and an account is given of the geographic factors that were influential in the War of 1812 and the Civil War. Separate chapters are devoted to the geography of inland waterways, the distribution of railroads, the distribution of cities

and industries, and the distribution of immigration. The book closes with a discussion of the relation of the United States to the American Mediterranean and to the Pacific Ocean.

To cover such a large subject as this in one volume necessitated a very general treatment of the various topics considered. The book is for the general reader and not for the special student. Those who are specially interested in the geography of inland waterways and railroads, and in the distribution of immigration, and in the geography of American industries will regret that space did not permit the author to present these subjects in greater detail.

It is particularly to be regretted that the maps were not made a more prominent feature of the book, and it is to be hoped that future imprints of the volume may contain a greater number of maps. Being obliged to treat the subject in outline, it would have made the book far more instructive had each chapter been illustrated by one or more carefully prepared maps. In its present form the volume contains but sixteen maps and sketches, and several of these are of minor importance.

This review of Miss Semple's work is made somewhat critical, not because the reviewer considers Miss Semple's work to be in the least degree superficial, but because he feels there is great need for a better appreciation of the influences of the geographic factors upon the course of American history. We shall understand the political problems of American history and the development of our American life far more adequately when we know in detail the influences of physiographic forces. It is to be hoped that Miss Semple's excellent introduction to the relation of geography to American history may be followed by a more detailed and exhaustive treatment of the different topics discussed in "American History and its Geographic Conditions."

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Citizenship of the United States. By FREDERICK VAN DYNE, Assistant Solicitor of the Department of State of the United States. Pp. xxvii, 385. Price, \$4.50. Rochester: The Lawyers' Co-operative Publishing Company, 1904.

Mr. Van Dyne is well qualified by his ten years' experience in dealing with the multiform legal questions relating to citizenship that have arisen in the Department of State for writing an authoritative work on this subject, and it is but fair to say that he has in a large measure succeeded. On the other hand, it must be said that his work is more of a compilation than a scientific treatise, and he has apparently felt some timidity in drawing conclusions and making generalizations. It is also a matter of regret that Mr. Van Dyne has limited his study to the legal aspects of the acquisition and loss of citizenship, leaving untouched other important phases of the subject, such, for example, as the rights and privileges of citizens under the Constitution. He has also restricted the scope of his work to federal citizenship,